

Feb 25 1950

CLASSIFICATION <u>SECRET/CONTROL/US OFFICIALS ONLY</u>	
COUNTRY <u>Soviet Zone of Germany</u>	REPORT NO. <u></u>
TOPIC <u>Improvement work at Airfields</u>	
25X1X EVALUATION <u></u>	25X1C PLACE OBTAINED <u></u>
25X1C DATE OF CONTENT <u></u>	
25X1C DATE OBTAINED <u></u>	DATE PREPARED <u>10 January 1950</u>
REFERENCES <u></u>	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u></u>
REMARKS <u></u>	
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25XTX <u></u>	



- a. The following sums were spent for construction projects at the NEUBRANDENBURG-TROLLENHAGEN (N 54/U 67) airfield from 1 April to 15 November 1949:

Construction (aboveground): 3,000,000 east marks
 Landing field: 1,600,000 east marks.

- b. An additional Type II cantonment building (35 x 100 feet) was erected at the field.
- The intended construction of an airfield near WUSTROW, on the Wustrow peninsula (N 55/O 51) was deduced from technical work being done in the construction bureau in November 1949. Staking out and excavation work was being done. *
- Five type II cantonment buildings were being built at the ZERBST (N 52/D 98) airfield, under the supervision of the German engineer BAER, in November 1949.
- The HAGEN (N 54/T 24) airfield was thoroughly inspected by a Soviet commission on 16 November 1949. **
- Eleven million German east marks were spent for construction projects in PEENHAGEN (N 55/P 83) - KARLSHAGEN (N 55/P 92) between 1 April and 15 November 1949. Part of the field was occupied by flying personnel in November 1949. *** Ten additional cantonment buildings of types VI and VII were being constructed.
- The 58,000 east marks allocated for 1949 for conversion of three hangars to garages at the SCHMERIN-GOERRIES (N 54/T 46) airfield

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was almost all spent.Ø

7. The estimated 800,000 east marks for the improvement of the landing field of the PARCHEM (M 54/T 74) airfield was exceeded by 70,000 in November 1949. The runway had an eight-inch layer of concrete. ØØ The field was occupied, but its administration had not yet been turned over to the POTSDAM (M 53/Z 63) central agency.

8. About 1,200,000 German east marks were spent for construction projects at the RECHLIN (M 54/U 33) airfield from 1 April to 15 November 1949. A Type II cantonment building was erected at the field. Plans covering various sections of the airfield were taken from a bag on the bicycle of a leading engineer.

Comment:

The construction work at the NEUBRANDENBURG, ZERBST, PENNE-
BUENDE, PARCHEM and RECHLIN airfields was confirmed by other
sources. The information on the other airfields is commented on
as follows:

* Construction of an airfield near KLEIN-KUSTROW was previously
only rumored. It accounts for the frequently reported
evacuation of the Kustrow peninsula. No data on the alle-
ged new field has been received.

** The HAGENOW airfield is not occupied by a Soviet Air Force
unit. Part of landing field was under cultivation, and
part was damaged by exercises of army units. No information
on intended reconditioning work at the field has been received.

Ø The alleged conversion of three hangars to garages at the
SCHWERIN-GOERRIES airfield indicates that it is not intended
to transfer an air unit to the field. A Soviet Army unit
is quartered in the kasernes north of the field.

ØØ It cannot be inferred from the information on the thickness
(eight inches) of the concrete runway at the PARCHEM air-
field whether the eight-inch cover was the original thick-
ness or whether the runway was reinforced in connection with
other reconditioning work done at the field.

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